



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

BLUNDELL TO SPEARHEAD GULF'S LE MANS 24 HOURS CHALLENGE!

Gulf Racing has signed Formula 1 driver Mark Blundell (29) to lead its challenge in the McLaren F1 GTR at the Le Mans 24 Hour Race in June.

Blundell - a winner at Le Mans in 1992 - will join Ray Bellm and Maurizio Sala competing in one of Gulf Racing's two McLaren's. In addition to his win at Le Mans, Mark also achieved pole position in 1990.

Driving with Tyrrell Yamaha, Mark Blundell achieved one Formula 1 podium finish in 1994 and finished 12th in the World Championship. His best position overall was 10th in 1993 when driving with Ligier Renault.

His Formula One driving career has also seen him drive for Brabham Yamaha in addition to test driving contracts with Williams and McLaren Honda.

This year he has been driving and testing for the powerful McLaren team, acting as a standby driver for the returning Nigel Mansell.

For Gulf Oil, Brand Manager Keith Oldham comments; "The signing of Mark puts one of the final pieces in the jigsaw for our seasons plans. He is a top quality and highly experienced driver and will give us a very competitive edge in our challenge to win the Le Mans 24 Hours.

"We now have a powerful team to complement the superb McLaren cars and together, they present an exciting prospect for the season and Le Mans in particular. A win at Le Mans will certainly be the pinnacle of achievement for Gulf Racing and will further enhance our pedigree and racing achievements in International Endurance Racing", he concludes.

Comments Mark Blundell; "Returning to Le Mans with the McLaren's is a mouth watering prospect and I have every confidence that together, we will all perform successfully. I have been very impressed with the professional outlook of the team and in the way that Gulf Oil is giving them such a high level of support."

The Le Mans 24 Hour Race takes place on June 17 and 18 1995.

Gulf Racing, in conjunction with GTC Motorsport is competing throughout the summer in the BPR International GTChampionship.

ENDS

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Contact, Keith Oldham, Brand Manager on (01242) 225225.

Sponsorship co-ordination for Gulf Oil is handled by Polygon Marketing, Cheltenham. Contact Martin Allerton on (01242) 227188.



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MARK BLUNDELL - RACE HISTORY

Nationality: British
Age: 28
Residence: Royston, Hertfordshire

Mark Blundell is a professional racing driver who has made a rapid impression on the International Formula 1 circuit since first becoming a member of the Brabham Yamaha team in 1991.

His racing career began in 1984 in FF1600 when he achieved a remarkable 25 race wins, 24 pole positions and 21 fastest laps, an achievement rewarded with the presentation of both the Golden Helmet and Grovewood awards at the season's end.

His first year successes earned him a FF1600 works drivers position with Van Diemen the following season when he was 2nd overall in the British Championships in addition to being Esso Champion and BBC Grandstand FF2000 Champion.

Staying with FF2000 in 1986 Mark was overall European Champion and took 2nd place in the British Championships.

1987 saw Mark break into International F3000. He secured a best race position of 2nd, a feat he equalled in the Select F3 programme.

In 1988 he was a F3000 works driver with Lola, again achieving a best race position of 2nd.

The following year, Mark's efforts in F3000 were rewarded with a test contract with the Williams Grand Prix team. He also competed at F3000 throughout the season and for the Nissan World Sports Car Team, finishing with a best result of 2nd.

1990 saw Mark compete in the Le Mans 24 hours race for the first time, starting the race from pole position. He was retained by Williams as a test driver and as factory driver for the Nissan team in the World sports Car Championship.

The all important breakthrough into Formula 1 came in 1991, Mark driving for Brabham Yamaha with a 6th position being his best result.



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He switched to McLaren Honda - Marlboro-McLaren in Formula 1 for the following season as the principal test driver and also displayed his prowess as a driver in International Endurance Racing, winning Le Mans with Peugeot Sport.

A drive with the Ligier Renault team the following year enabled Mark to record his best season in Formula 1, making the podium twice and finishing 10th in the World Championships.

In the 1994 season when driving with Tyrrell Yamaha, Mark achieved one podium finish, twice in the top 6 and 12th position overall in the World Championship.

Most recently he has driven for McLaren in the 1995 Formula 1 World Championship season, finishing a creditable sixth in the Brazilian Grand Prix and fifth at Monaco.

Mark is engaged to Deborah and has two sons, Mark and Callum.
His hobbies include Golf, Squash, Music and Films.



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RAYMOND BELLM - RACE HISTORY.

Nationality: British
Date of birth: 20th May 1950
Residence: Lower Froyle, Alton, Hampshire

Raymond Bellm started racing at the comparatively late age of 30, but has enjoyed exceptional success at all levels of the sport.

His career started in sports cars, driving a Chevron B8 and B19 in the British Historic Championships of the early 1980's. His immediate success led him straight to World Sportscar Racing where in 1984 he teamed up with Gordon Spice in Group 2 and won 4 times.

For 1985 Ray and Gordon formed Spice Engineering which manufactured and entered Group C2 and then Group C1 cars in the World Sportscar Championships between 1985 and 1990. The Company produced over 50 cars, won 4 Driver Championships and 3 Constructor Championships in 6 years. Ray himself won 3 World Group C2 Championships and won his class twice at Le Mans.

For 1991 Ray turned to the fast growing British Touring Car Championships and with his sponsors produced a team - under the management of ULM and supported by BMW - that brought instant success. Team mate Will Hoy won the 1991 Championship with Ray 5th with 10 out of 12 top ten finishes.

His success encouraged BMW (GB) Limited to nominate the team as the works team for 1992. After some mid-season drama's, Ray relinquished his driving seat and took over the team management, bringing to BMW (GB) Limited its 3rd successive Constructor's Championship and 3rd Driver's Championship in the BTCC in 3 years.

1994 saw the re-emergence of Ray as driver and team owner. Encouraged by the public interest in sports car racing, Ray returned to the fold, this time with Michael Cane (ex Williams) and drove a Porsche 911 RSR with Harry Nuttall to record 3 class wins and 4 overall podium finishes, making them series winners.

With the BPR European GT series being one of the success stories of 1994, Ray has formed GTC Motorsport with Michael Cane to run the company's McLaren F1 GTR.

This partnership will undoubtedly be one of the significant forces in the series.



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RAYMOND BELLM - RACE HISTORY.

| | | |
|------|---|-------------|
| 1982 | 2 litre British Historic GT Champion | Chevron B8 |
| 1983 | 2 litre British Historic GT Champion | Chevron B19 |
| 1984 | 2 litre British Historic GT Champion | Chevron B19 |
| 1985 | Group C2 World Champion | Spice GC85 |
| | Group C2 Winner - Le Mans | Spice GC85 |
| 1986 | Group C2 World Champion | Spice SC86 |
| 1987 | Group C2 German Supercup Champion | Spice SC87 |
| 1988 | Group C2 World Champion | Spice SE88 |
| | Group C2 Winner - Le Mans | Spice SE88 |
| 1991 | BTCC Championship - 5th | BMW M3 |
| 1992 | BTCC Championship - 13th | BMW E36 |
| 1993 | Pre-50's Sportscar Winner (Coy Festival) | D-Type |
| 1994 | BPR European GT Series Winner | Porsche 911 |



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MAURIZIO SALA - RACE HISTORY

Nationality: Brazilian
Age: 34
Residence : Sao Paulo, Brazil

Maurizio Sala is a racing driver by profession having been, in his words, "born in a racing car". When not in the driving seat, Maurizio owns a business specialising in selling mountain bikes. He is single and lists among his hobbies a keen interest in sailing and playing squash.

Maurizio started life at the wheel in the style of so many present day drivers - in kart racing at the age of 14.

He rapidly moved up to Formula Ford's and after two years as runner-up in the Sao Paulo Championships, he reached the top of the ladder in 1981, being Champion for both this and the following year.

He arrived in the UK in 1983 and continued to perform with distinction in Formula Ford's, picking up the Formula Ford Driver of the Year award in addition to other prestigious trophies including the Esso British Formula Ford Champion.

The next logical move for Maurizio was to Formula Ford 2000 which he did with distinction in 1984, winning the British Championships.

1985 saw Maurizio take his first step into Formula 3000 and in his first season he achieved one pole position - clearly a sign of greater things to come as the following year he finished second overall in the British Formula 3000 series.

1987 involved a move to Japan where Maurizio entered the Japanese Formula 3 series driving a Ralt/Nissan. The following year he capitalised on his first experiences and finished 3rd in the overall Japanese Formula 3 Championships, this in addition to another 3rd place but this time in the Grand Championship.



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In 1988 he continued in the Japanese Formula 3 Series, finishing 3rd overall and also competed in Group C races, driving a Rothmans Porsche and a Ford Sierra RS Cosworth, the latter to a victory.

The following season saw Maurizio concentrating on Group C, driving Porsche for both Richard Lloyd Racing and the Alpha Cubic Team. He also drove his first Le Mans in a Lola Nissan - a feat to be repeated the following year when he achieved 6th place driving with the Mazda team.

Staying with Mazda for 1992, Maurizio participated in the Sportscar World Championship and when driving with the Mazdaspeed team, was placed a worthy 4th at Le Mans.

Most recently in 1994, driving a Porsche 911 RSR, Maurizio participated in various long distance endurance events. His most notable results were:

- Mil Milhas - 3rd overall
(1,000 miles of Brazil)
- 24 hours of Daytona - 3rd in Class
- 6th overall
- 12 hours of Sebring - 5th in class
- North American
Endurance Championship
Class GT 2 - 6th overall



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PIERRE-HENRI RAPHANEL - RACE HISTORY

Nationality: French
Age: 33
Residence : Grau D'agde, France

A 9 times competitor at Le Mans, Pierre-Henri Raphanel has extensive experience across the spectrum of international motor sport having driven professionally in Formula 1 with the Rial, Coloni and Lola teams and been European Formula 3 Championship winner on 3 occasions in 1986, 1987 and 1988.

Pierre-Henri has also achieved great success in International Sportscar, Sports Prototype and Touring car racing.

He has driven for the top names in the respective classes - Toyota, BMW, Ferrari, Peugeot, Porsche and Cougar - and in signing for the Gulf Racing team to drive the McLaren F1 GTR Race Car he brings a wealth of experience obtained at the very top of his profession.

Pierre-Henri started racing in 1981 when he won the French Kart Championship and finished 3rd in the European Championship.

1983 saw Pierre-Henri upgrade to Formula cars and he achieved a commendable 5th position overall in the French Formula Renault Championship.

Changing class for 1984, Pierre-Henri competed in Formula 3 for the first time - an event in which he was to excel.

In his first year he finished third overall in the French Formula 3 Championship, winning the event the following year with 5 outright victories, including a memorable win at the Monaco circuit.

For the next three years, Pierre-Henri participated in the European Formula 3 Championships, establishing himself as a formidable professional competitor. His skills and achievements were rewarded in 1989 when he secured a Formula 1 drive with the Coloni and Rial teams.



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1990 found Pierre-Henri competing in Japan, driving for the Toyota Team Tom's and Sard in the Sports-Prototype category. He stayed with this team for the following season achieving an outright win at Suzuka and finishing 8th overall in the Championship. This he improved to 2nd place in the Championship during 1992.

Changing to Super Touring cars for 1993, Pierre-Henri achieved 4th position in the Championship, finishing two races 2nd and two races 3rd.

Last summer, he teamed up with the Courage organisation at Le Mans and was also heavily involved in the development of the Courage C41 car for the World Sportscar Championship.

Pierre-Henri's Le Mans experience is extensive. He had his first drive in 1986 and has subsequently competed in 9 events, finishing 3rd in 1987 driving a Cougar and second in 1992 in a Toyota.



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PHILIPPE ALLIOT SIGNS FOR GULF RACING AT LE MANS

The two car Gulf Racing team to compete at the Le Mans 24 Hours race in June is up to full strength with the announcement that Frenchman Philippe Alliot has joined Lindsay Owen-Jones and Pierre-Henri Raphanel to drive the Gulf McLaren.

Its sister car will be driven by the trio of Raymond Bellm, Maurizio Sala and another Formula 1 driver, Mark Blundell, who has already driven in two Grand Prix this season.

Alliot, a podium finisher on no less than three occasions at Le Mans has co-incidentally finished third in each of his races, in 1983 driving a Porsche 956 and in 1992 and 1993 with Peugeot Talbot Sport. His presence will further reinforce the driving strength and bring in-depth experience to the already formidable team of Gulf McLarens that have achieved great success to date in the BPR International GT Championship.

After a career spanning Formula 3, Formula 3000, Formula 1 and Sports Cars, this season Alliot has been concentrating for the first time on touring cars, competing with fellow Frenchman Laurent Aiello for Peugeot in the French Supertourisme series. During his Formula 1 career between the years 1984 and 1990, Alliot drove with Ram-Hart, Lola Ford, Lola Lamborghini and most recently with Larousse in 1993.

Lindsay Owen-Jones, now with 2 ex-F1 drivers in his line-up, feels very confident that he has the 'right men for the job', "I am delighted that Philippe has agreed to join us. Like Pierre-Henri, Philippe has Formula 1 experience and is both a professional racer and a gentleman. His presence in the car and his professional approach will benefit us both as well as bringing another dimension to the overall strength of the Gulf Racing team at Le Mans".

On joining the team for Le Mans, Philippe Alliot comments "I am very pleased to have the opportunity to drive with the Gulf team. I worked with McLaren last year and their approach to motorsport is one of total commitment. Driving the GTR car at Le Mans is a very existing prospect which I hope will realise my ambition to win this coveted event."

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PHILIPPE ALLIOT - RACE HISTORY

Born in Voves, France, on 27th July 1954.

| | |
|---------|---|
| 1975 | Made his debut in driving school - came 2nd |
| 1976/77 | Formula Renault - French Champion |
| 1978 | French Formula Renault Championship - 5 wins |
| 1979 | French Formula 3 Championship - 3rd |
| 1980 | European Formula 3 Championship - 5th |
| 1981 | European Formula 3 Championship - 3rd, 2 wins |
| 1982 | European Formula 3 Championship - 6th, 1 win |
| 1983 | European Championship, Formula 2 24 Hours of Le Mans - 3rd driving a Porsche 956 |
| 1984 | Formula 1 with Ram-Hart |
| 1985 | Formula 1 with Ram-Hart |
| 1986 | Formula 3000 Championship - 1 win |
| 1987 | Formula 1 with Lola-Ford |
| 1988 | Formula 1 with Lola-Ford |
| 1989 | Formula 1 with Lola-Lamborghini - 6th in Spanish GP |
| 1990 | Formula 1 with Ligier-Ford |
| 1991 | World Sportscar Championship - Peugeot Talbot |
| 1992 | World Sportscar Championship - Peugeot Talbot Le Mans 24 Heures - 3rd |
| 1993 | Formula 1 with Larousse Le Mans 24 Heures - 3rd |
| 1994 | Test driver - McLaren-Peugeot |



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LINDSAY OWEN-JONES

Nationality: British
Age: 48
Residence : Paris, France

Lindsay Owen-Jones was born in Wallasey, Cheshire. He was brought up and educated in England, graduating in modern languages at Oxford University before studying at INSEAD (Institut Europeen d'Adminstration des Affaires) in France.

From there he joined the French Group L'Oreal in 1969 and - after an international career during which he was Managing Director of the Group's subsidiaries in Belgium, Italy and USA - he was appointed Chairman and Chief Executive Officer of L'Oreal in 1988.

In 1993 he was decorated with the French Legion d'Honneur.

Lindsay Owen-Jones is married to Cristina and has a six year old daughter.

Aside from racing, Lindsay enjoys sailing and is - like Henry Pescarolo - a keen helicopter pilot.

RACE HISTORY:

Lindsay started kart racing in the 1970's before moving to historic car racing in 1979, winning his very first race at Vallelunga in a Lotus Elite. After the Elite came a Lister Jaguar and his first win in the FTA European Championship at Monthlery in 1980.

Since then, Lindsay has had an interesting and varied career in historic racing, driving among others, a Ferrari 250 GT SWB and two Maserati's - a 250 F 'Piccolo' Grand Prix Monoposto and a Type 61 'Birdcage'. He has been equally successful racing David Piper's Ferrari 275 LM and Lola T 70.

Lindsay's many successes finally convinced him to sample modern GT racing and after a first taste with a Porsche 968 in 1994, he was convinced by friends Thomas Bscher and Ray Bellm to join the ranks of McLaren drivers for 1995.

He sees a parallel between the McLaren effort and that of Ferrari in the early sixties.



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Highlights of Lindsay's racing successes include:-

- Five wins out of 8 rounds in the Historic GT Championship in 1989.
- Winner of the "Grand Coupe de l'Age d'Or" at Monthlery in 1992 in a Maserati 'Birdcage'. (This was in pole position at Le Mans - in 1960!)
- Winner of the Sports Prototype races before the 1993 and 1994 Grand Prix in Spa, again in the Maserati 'Birdcage'.



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GULF OIL DEVELOPS HIGH PERFORMANCE LUBRICANT FOR McLAREN F1 GTR RACE CAR PROGRAMME

A new high performance lubricant is currently being developed by Gulf Oil as part of the company's sponsorship programme for the McLaren F1 GTR Race Car to be run by GTC Motorsport.

Protech Ultra is a fully synthetic 5W/40 engine oil specially formulated to withstand the demanding conditions of high performance car engines and highly suitable for rallying, racing and other arduous driving conditions. The lubricant provides exceptional engine protection with low wear rates and excellent resistance to oxidation at very high temperatures.

With high thermal stability, low viscosity, low volatility and total compatibility to engines with catalytic converters, Protech Ultra meets the latest API SH performance criteria. Protech Ultra also meets or exceeds the performance and operating specifications of many leading motor manufacturers including Daimler Benz, Volkswagen and Rover with BMW and Porsche approvals pending.

Protech Ultra completes the family of Gulf Oil Protech engine lubricants to meet every motoring requirement. The full range is :-

- Protech Ultra - 5W/40 fully synthetic
- Protech Super - 10W/40 part-synthetic
- Protech Premium - 15W/40 multigrade oil
- Protech Standard - 15W/50 multigrade oil
- Protech Diesel - 15W/40 diesel engine oil

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